

## **AMENDMENTS TO THE SPECIFICATION**

Please replace paragraph number **[0011]** with the following rewritten paragraph:

**[0011]** Preferably, the ~~base-side~~body-side bracket has an end portion extending horizontally and an end extension projecting from the end portion and lying in a higher plane than the end portion, and the auxiliary vibration-damping member has a lower end portion projecting outward from an under surface of the end extension downward beyond the level of an under surface of the end portion. When the ~~base-side~~body-side bracket is attached to the vehicle body with the end portion lying flush with a surface of the vehicle body, the end extension forms a cantilever structure which is susceptible to vibration. In this instance, however, the outwardly projecting lower end portion of the elastic auxiliary vibration-damping member is axially compressed and, by virtue of the elasticity of the lower end portion being thus deformed or preloaded, vibrations of the power unit is isolated and do not transmit to the end extension.

Please replace paragraph number **[0022]** with the following rewritten paragraph:

**[0022]** To support a power unit 13 composed of the engine 10 and the transmission 11, a plurality of mounts are used. These mounts are a front mount 31 disposed below a substantially central portion of a front part of the power unit 13, a rear mount 32 disposed below a substantially central portion of a rear part of the

power unit 13, an engine side mount 33 disposed on a side of the engine 10 remote from the transmission 11, a ~~mission-transmission~~ upper mount 34 disposed above an end portion of the transmission 11 located remotely from the engine 10, and ~~mission-transmission~~ lower mounts 36, 37 disposed below the remote end portion of the transmission 11.

Please replace paragraph number **[0024]** with the following rewritten paragraph:

**[0024]** Reference numeral 41 shown in FIG. 1 denotes an intake manifold of the engine 10 and numeral 42 denotes an exhaust pipe connected to an exhaust manifold, ~~not shown,~~ (not shown) of the engine 10. Similarly, numeral 45 denotes a stabilizer attached crosswise to the longitudinal sub-frame members 21, 22 via brackets 46, and numeral 47 denotes a suspension arm.

Please replace paragraph number **[0030]** with the following rewritten paragraph:

**[0030]** The auxiliary mount rubber 57, which forms the elastic auxiliary vibration-damper, extends between the front end extension ~~63-64~~ of the body-side bracket ~~3~~ 53 and the front end extension 69 of the transmission-side bracket 54 with its longitudinal axis 76 extending vertically (namely, at right angles to the horizontally extending front end extensions ~~63-64~~, 69). The auxiliary mount rubber 57 is considerably smaller in diameter or thickness than the main mount rubber 56 and has a constricted portion 75 at a longitudinal central portion thereof which is reduced

in diameter or thickness and has a cross section smaller than that of any other part of the auxiliary mount rubber 57. The auxiliary mount rubber 57 thus constructed is able to bear or sustain vertical loads (namely, compressive and tensile loads) applied in a direction parallel to the longitudinal axis 76 of the auxiliary mount rubber 57. However, due to its relatively thin and centrally constricted structure, the auxiliary mount rubber 57 contributes little to the load-bearing operation with respect to loads in the roll direction. Reference character "d" in FIG. 3 denotes an outside diameter of the constricted central portion 75 of the auxiliary mount rubber 57.

Please replace paragraph number **[0031]** with the following rewritten paragraph:

**[0031]** The auxiliary rubber mount 57 is attached by chemical bonding to the front end extensions 64, 69 of the respective brackets 53, ~~53~~54. As shown in FIG. 4, the auxiliary rubber mount 57 has a lower end portion 83 projecting outward from the front end extension 64 of the body-side bracket 53. The lower end portion 83 includes a reduced neck 82 fitted in a hole 85 formed in the front end extension 64 and an enlarged head 81 lying on an under surface 64a of the front end extension 64. The under surface 64a lies in a plane higher than the plane of an under surface 61a of the horizontal front portion 61 of the body-side bracket 53. The outwardly projecting lower end portion 63 is configured such that in its free state (i.e., under no load condition), the head 81 projects downward beyond the level of the under surface 61a of the front end portion 61 by a distance H. With the lower end portion 83 thus configured, when the body-side bracket 53 is attached to the sub-frame 12 (FIG. 2) with the under surface 61a of the front portion 61 lying flat on an upper

surface of the longitudinal sub-frame member 21, the head 81 is axially compressed by the longitudinal sub-frame member 21 until its top (bottom in FIG. 1) lies flush with the under surface 61a of the front end portion 61 (see, FIGS. 6A and 6B). By the elasticity of the head 81 being thus compressed or preloaded, the front end extension 64 is prevented from vibrating even though it has a cantilever structure.

Please replace paragraph number **[0038]** with the following rewritten paragraph:

**[0038]** The ~~base-side~~body-side bracket 53 may has an end portion 61 extending horizontally and an end extension 64 projecting from the end portion 61 and lying in a higher plane than the end portion 61, and the auxiliary vibration-damping member 57 has a lower end portion 83 projecting outward from an under surface 64a of the end extension 64 downward beyond the level of an under surface 61a of the end portion 61. When the ~~base-side~~body-side bracket 53 is attached to the vehicle body 12 with the end portion 61 lying flush with a surface of the vehicle body 12, the end extension 64 forms a cantilever structure which is susceptible to vibration. In this instance, however, the outwardly projecting lower end portion 83 of the elastic auxiliary vibration-damping member 57 is axially compressed and, by virtue of the elasticity of the lower end portion 83 being thus deformed or preloaded, vibrations of the power unit 13 is isolated and do not transmit to the end extension 64.